

125th anniversary of the expulsion of Chinese residents from the State of Washington.

Thousands of Chinese immigrants were forced to leave their homes and businesses in the greater Seattle area during the fall of 1885 and winter of 1886.

The expulsion of Chinese workers in Washington State stemmed from the 1882 Chinese Exclusion Act, a measure passed in Congress at the request of labor unions because of competition from Chinese laborers. A few years after the expulsion, Chinese immigrants were welcomed back, and they helped rebuild the city after the Great Seattle Fire of 1889.

The Chinese Expulsion Remembrance Project reminds us of the critical role immigrants have played in the development of our community, city, state and country. A deeper understanding of our past gives us a strong context for understanding immigration issues as we move forward.

The Chinese Expulsion Remembrance Project also helps us to better understand the vital role that Chinese immigrants, as well as immigrants from other countries, play in Washington State. This results in our communities being more educated and less inclined to allow fear and intolerance to go unquestioned.

Mr. Speaker, I would like to take this opportunity to recognize the organizers of the Chinese Expulsion Remembrance Project for their time, talent and contributions. Thanks to the vision and leadership of Bettie Sing Luke, Ron Chew, Maxine Chan, Edward Echtle, Tim Greyhavens, Theresa Pan Hosley, Kathy Hsieh, Brian Lock, Debbie Louie, Chieko Phillips, Cynthia Kan Rekdal and Connie So, the awareness and appreciation of Chinese American history has greatly risen in our community.

As Seattle commemorates the 125th anniversary of the Chinese expulsion, it is important for us to remember that our country's diverse population has been, and will continue to be, a key factor in growing our economy and creating jobs. The efforts of the Chinese Expulsion Remembrance Project have touched so many of us, and they have shown that education is an invaluable asset to the Seattle community.

#### TRIBUTE TO MR. FRANK WOODRUFF BUCKLES

#### HON. NAN A.S. HAYWORTH

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

*Thursday, March 3, 2011*

Ms. HAYWORTH. Mr. Speaker, as we all know, our country lost its last American Doughboy on Sunday. Frank Buckles was our last living connection to an era in which a 16-year-old could lie about his age in order to join his nation's army to fight the "Great War." It would probably be impossible for a 16-year-old to enlist today without being discovered, but there are many young Americans that share Mr. Buckles' spirit of patriotism.

Although we have lost this last Doughboy, we have not lost the spirit of patriotism and sacrifice in the name of country that Frank Buckles and so many of his comrades embodied. That spirit is present all across Amer-

ica, including in my district, the 19th district of New York, where we are the home of 4,400 cadets at the United States Military Academy. These young men and women have also dedicated service to our country before turning 18. Their devotion to duty, honor and country continues a great tradition of military service and embody the life Frank Buckles and the millions of service men and women they follow.

I hope that Mr. Buckles' legacy continues to serve as an inspiration for future generations of Americans, who continue to fight for our protection and freedom. May God bless America and our men and women in uniform.

#### RECOGNIZING THE LIFE OF SHARON SCOTT

#### HON. JEFF MILLER

OF FLORIDA

IN THE HOUSE OF REPRESENTATIVES

*Thursday, March 3, 2011*

Mr. MILLER of Florida. Mr. Speaker, I rise today to recognize Mrs. Sharon Scott, who passed away on February 24, 2011. Sharon was a tremendous public servant and valued member of our community, and I am honored to recognize her life of dedication and service.

Mrs. Scott has been a long-time member of our Northwest Florida family. As a former council member for the town of Century, Florida, she served with both honor and distinction. Century, a small town in Escambia County with a population of less than 2,000, is well-known for its active politics and citizens. The town is full of local pride, exemplified by Sharon, who always let others know she was from Century and not from its bigger-city neighbor, Pensacola. Sharon was the consummate small-city council member, responding to those she represented as if they were an extension of her own family with a sense of humility required of those who serve their community.

Mr. Speaker, on behalf of the United States Congress, I am privileged to recognize the life of Sharon Scott of Century, Florida. My wife Vicki and I offer our prayers for her entire family. She will be truly missed by all of us.

#### SURFACE TRANSPORTATION EXTENSION ACT OF 2011

SPEECH OF

#### HON. MAZIE K. HIRONO

OF HAWAII

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, March 2, 2011*

Ms. HIRONO. Madam Speaker, I rise today in support of the legislation before us, which will extend funding for our federal transportation programs through the end of this fiscal year in September.

This will be the seventh short-term extension we have passed—hopefully this will be the last. I commend Chairmen MICA and DUNCAN, and Ranking Members RAHALL and DEFAZIO, for their work on crafting this measure, and look forward to working with each of them as the Transportation and Infrastructure Committee continues its work on a long-term surface transportation bill.

Madam Speaker, this so-called "clean extension" of our nation's transportation programs is vitally important for the travelling public. Not only does it continue federal construction projects that we know create jobs—it also extends programs that keep our families safe on the road.

This extension gives our states and communities certainty, at least until the end of this fiscal year, with regard to critical infrastructure projects. It will also provide a level of stability for those working to improve our roads and bridges and build new transit and commercial systems—and the families that are dependent on their income.

While members of both sides of the aisle have spoken of the importance of infrastructure, to date, we have not been able to come up with a forward-looking transportation bill. We all should share a sense of urgency about getting this done. Meanwhile, without continuing the authority for the programs under this bill, more than \$800 million in highway reimbursements and transit grants to states and urban areas would not be dispersed. This inaction would endanger more than 28,000 jobs nationwide.

And so, for the second time this week, we have averted catastrophe—which begs the question, is this how we will continue on for the next two years?

This is a legitimate question, one which was raised at the American Association of State Highway and Transportation Officials' annual meeting earlier today. These are the people who have to figure out how to complete long-term projects—and plan new ones—while we lurch forward in short increments. They live in a world where they have to think in months and years, not weeks or news cycles.

In response to a question about getting a long-term bill done, all Secretary of Transportation Ray LaHood could say was: "If we don't get something significant done this year I think it will be very difficult." I'd say that is an understatement.

Certainly, the irresponsible, indiscriminate, and short-sighted 24 percent cut to transportation funding contained in H.R. 1 did not inspire a great confidence. We need to do better.

Every community has transportation needs for which federal help is vital. For example, in Hawaii, we are using federal funds to expand the capacity of our ports, and to build new rail transit for our citizens. These are projects that are putting people to work now, and will pay significant dividends for our economy for years to come. These projects will help to connect people with businesses, and businesses with workers. They will help to get cars off our streets, and expand the amount of commerce that can move in and out of our islands.

Again, I hope that my colleagues on both sides of the aisle will now come together on a long-term transportation bill. This is our opportunity to show that we can do something that will be a game-changer for our economy in the 21st century. Over the few months that this bill gives us, we can spend our time wisely debating how best to direct federal dollars to help our states and cities. I hope that this is a bipartisan effort, and look forward to working with my colleagues on the Committee to make this happen.